





## INTIMATIONS.

BROWN, JONES &amp; CO.

AMERICAN AND HAWAIIAN MARBLE,

AND HONGKONG GRANITE,

CEMENTERY MEMORIALS.

Designs and Prices on application.

Office, 52, QUEEN'S ROAD CENTRAL.

A. S. WATSON &amp; CO., LIMITED.

We invite attention to our Stocks of

CONFECTIONERY

AND

CHRISTMAS GOODS.

JORDAN ALMONDS, NOUGAT, BUT-

TER SCOTCH ASSORTED TOFFEES,

DRAGEES, FRALINES, and a

large selection of FINE CONFECTIONERY

from the leading Manufacturers.

CADBURY'S SPECIAL

CHOCOLATE CREMES.

PINE, APRICOT, CHERRY, LIME,

GUAVA, and other FRUIT JELLIES in

great variety.

TOM SMITH'S

CHRISTMAS CRACKERS.

COLOURED OPALS mounted in Plush,

representing favourite subjects.

A large assortment of ENGLISH and

JAPANESE CHRISTMAS CARDS, of

handsome and artistic designs, suitable to all

tastes and at moderate prices.

A. S. WATSON &amp; CO., LIMITED.

The Hongkong Dispensary.

Established A.D. 1841.

Hongkong, 2nd November, 1893.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns

should be addressed to "The Editor."

Correspondents are requested to forward their names

and address with communications addressed to the

Editor, not for publication, but as evidence of good

faith.

All letters for publication should be written on one

side of the paper only.

Notwithstanding signed communications that have

appeared in other papers first with the Editor, should

be sent before 11 A.M. on the day of publication.

After that hour the Editor's office is closed.

Telegraphic Address: Press.

P. O. Box 29. Telephone No. 12.

BIRTH.

On the 13th November, at No. 3, Mountain View,

the wife of ALFRED J. MAY, of a son, still

born.

The Daily Press.

HONGKONG, NOVEMBER 14th, 1893.

This Acting Governor of the Straits Settlements

does not regard the idea of a

Retrenchment Commission with so much

importance as has been displayed in Hongkong.

In his address at the opening of the session

of the Straits Legislative Council the other

day Mr. MAXWELL said that he would be

prepared to at once appoint a Committee of

the Council to consider and report upon re-

trenchment, were it reasonably convenient to

do so under existing circumstances, but he

thought it would be preferable that the ap-

pointment of such a committee should be

deferred, at all events until after the ar-

rival of Sir CHARLES MITCHELL in January

next. In the meantime the estimates for next

year appear to have been framed, so far as

it is possible to judge from this distance,

with a reasonable regard to economy. The

principal reason of the straitened condi-

tion of the finances in the Straits is of

course the military contribution. A few

years ago the expenditure under this

head was between \$300,000 and \$350,000

a year, while it is now from \$800,000

to \$950,000, and as the amount is

payable in sterling (£100,000)

the exchange question becomes almost

important for the Straits, in proportion

to the amount of its budget, as it has of late

years been in India. Should the dollar

fall to two shillings or eighteen-pence, in-

creased taxation to meet the home charges

could hardly be avoided if these charges

remained at the same figure in sterling as

at present. Similar considerations apply

in the case of Hongkong, except that in this

Colony the military contribution is fixed at

a lower sum, namely, £40,000, but even on

that amount it would be not more than

reasonable to allow a margin of \$80,000

in converting it into silver, for no one can

tell whether it will have to be paid at the

rate of eight dollars to the pound or ten

dollars, unless indeed the Government takes

the precaution of securing its exchange in

advance. Interest on loans, payment

of pensions, and other home charges

all go to swell the element of uncertainty,

and here, as in Singapore, the choice, as the

Straits Times expresses it, is between penur-

ious thrift or increase of taxation. Our

case is, perhaps, not quite so desperate as

that of Singapore; indeed, our financial po-

sition is eminently sound, but with the

uncertainty of exchange and the probability

of a falling off in the opium revenue at the

next letting of the farm, a policy of thrift

is incumbent upon the Government. Even

Singapore is not so badly off if it be

true, as stated by the Straits Times,

that there is in all the English-gov-

erned world (British India excepted) no

community more lightly taxed than the

community of the Straits. Why British

India should be excepted we do not know,

for it is not generally understood that tax-

ation in that country is particularly light.

That, however, is an irrelevant point.

Our contemporary while advocating a

policy of thrift rather than one of

increased taxation, suggests some of

the directions in which taxation might

be increased were it deemed desirable.

These suggestions are embodied in the

following passage:—"The resources from

which this Colony might derive new re-

venue are innumerable. The consumption

of whisky in this Colony is very large, for

it is drunk not only by Europeans but in

an increasing degree by Asiatics. As the

Asiatics are the more numerous, the total

quantity drunk by them is, of course,

much the larger. And whisky in the

Straits is taxed twenty-one pence per

gallon, as against half-a-guinea per gallon

in England. The consumption of wine

and beer in this Colony is not small; and

those drinks are duty-free, as against the

material duties that are imposed in Eng-

land. The consumption of tobacco in this

Colony is very large, because that is not

smoked only by Europeans but in an in-

creasing degree by Asiatics. And tobacco

in the Straits is duty-free, as against three

shillings and two pence per pound on un-

manufactured tobacco in England, and

five shillings per pound of English duty

on cigars. Further, there is no income tax

in this Colony, as against a large and

onerous income tax levied in England. In

the Straits a strictly levied income tax,

imposed by Commissioners with wide and

arbitrary discretion, would yield enormous

sums."

In this colony we have hitherto avoid-

ed the establishment of a Spirit Farm,

and we are inclined to think neither the

European nor Chinese communities would

willingly accept such an institution. The

Opium Farm causes sufficient annoyance

to make us beware of bringing another evil

of like kind upon the colony. Indeed, by

some whose opinion must be held entitled to

respect it is considered that it would be

advisable to do away with the Opium Farm,

even if it involved increased taxation in

other directions. Such an article as

opium is eminently a fit subject for

taxation if any unobjectionable means of

collecting the tax can be devised, and the

same remark would apply to spirits, but to

farm out the tax and subject the community

to all the annoyance caused by the present

opium system is, to say the least of it,

paying a high price for the revenue. The evils

of the Opium Farm do not come very pro-

minently under the notice of the bulk of the

European community, but they are none the

less great, and amongst the Chinese the

feeling of irritation engendered is very keen.

While the natives come here readily enough

to ply their avocations, because they find

profit therein, they are very slow to establish

their family residences here. One of the rea-

sons for this is the annoyance of the sys-

tem by which the opium revenue is collect-

ed. Moreover, Chinese passengers travel-

ling between Canton and the North avoid

Hongkong if they can, on account of the

indignities to which they are liable to

be subjected, for on landing at the

wharf they will probably be pounced on

and have their persons searched in a way

that no one could bear with unflinching

temper. Such a state of things is altogether

undesirable and to a greater or lesser extent

must militate against the prosperity of the

colony. The policy should be to cause

Hongkong to be looked upon as a desirable

place either to reside in or to visit rather

than as a place to be shunned. When

the present lease of the Opium Farm

expires it is not improbable that a system

of raising the revenue by taxing the opium

as it enters the Colony may be suggested.

This would have the appearance of estab-

lishing customs dues and infringing the free-

dom of the port, but opium entering the Colony

has under existing conditions to be reported

to the Government, and to levy the tax

at that point would certainly seem not more

objectionable than the present system. But

whatever may be said with regard to opium

taxes either on spirits or any other article,

such taxes as it may be necessary to raise

to the Government raise directly instead of

by the agency of Farms.

The "Ben" Line steamer Demagui left Sin-

gapore on Saturday for Hongkong.

An enquiry will be held this afternoon at 2.30

at the Magistrate's office in relation to the

recent fatal fire in the Square street.

The P. &amp; O. steamer Eclair left Singapore

for this port at 3 p.m. on Sunday and may be

expected to arrive at 8 a.m. on Saturday, 18th inst.

A steamer supposed to be the French cruiser

Sirois, from Okorokoro, for Saigon, passed

through Singapore on the 24th ult. from New

Zealand.

Another fire-bomber—Mr. Chik, of Pak Chow

Lane—was brought before the Magistrate to-

day charged by Inspector Claribow with

creating a nuisance by selling "noxious and

dangerous" goods, and was fined £10.

The Hon. Mr. H. H. Woodhouse imposed a fine of \$10.

A soldier from Kowloon City was stopped on

Saturday night by a Chinese detective in Je-

vois Street, whose suspicions were aroused by

the bulky appearance of the warrior's jacket. He

insisted on an examination and discovered two

revolvers, which he took to the police station.

At the Magistrate's yesterday Commander Hing

fined the man \$7 and ordered the forfeiture

of the weapons.

The Band of the 1st Strathgill Light Infantry

will play the following programme at the

Overture: "Moulinet." "The Girl of the

Savoy." "The Girl of the Savoy." "The

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## BANKS.

**HONGKONG SAVINGS BANK.**  
THE business of this bank is conducted in the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.  
INTEREST on deposits is allowed at 5 PER CENT. per annum.  
Depositors may transfer their deposits to the HONGKONG AND SHANGHAI BANKING CORPORATION on a FIXED DEPOSIT at 5 PER CENT. per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager,  
Hongkong, 15th May, 1893.

**THE NATIONAL BANK OF CHINA, LIMITED.**  
AUTHORIZED CAPITAL, £1,000,000.  
SUBSCRIBED, £500,000.  
HEAD OFFICE—HONGKONG.  
CHIEF OFFICE—HONGKONG.  
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CHIEF OFFICE—HONGKONG.

**HONGKONG AND SHANGHAI BANKING CORPORATION.**  
PAID-UP CAPITAL, £1,000,000.  
RESERVE FUND, £500,000.  
RESERVE FOR DEPRECIATION, £100,000.  
CHIEF OFFICE—HONGKONG.  
CHIEF OFFICE—HONGKONG.

**THE BANK OF CHINA, LIMITED.**  
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## VESSELS ON THE BEAT.

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)  
STEAM TO SHANGHAI AND KOBE.  
VINDOBONA.  
Captain P. Wers, will leave for the above ports on SATURDAY, the 14th inst., at Noon.  
For Freight or Passage, apply to  
C. ZANELLA,  
Agent,  
Hongkong, 7th November, 1893.

**"WARRACK" LINE OF STEAMERS.**  
FOR KOBE AND YOKOHAMA.  
THE Steamship  
"TANNOY."  
Captain Ward, will be despatched for the above ports at Noon on SATURDAY, the 13th inst.  
For Freight or Passage, apply to  
DODWELL, CARLILL & CO.,  
Agents,  
Hongkong, 13th November, 1893.

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.  
THE Steamship  
"TSINAN."  
G. Ramsay, Commander, will be despatched as above on TUESDAY, the 14th inst.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the funnels. A Refrigerating Chamber ensures the supply of fresh provisions during the entire voyage. A fully qualified Surgeon is on board.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 13th November, 1893.

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS POSTE FRANCAIS.  
NOTICE.  
STEAM TO SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERANEEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE, AND ROUEN.  
Also, PORTS OF BRAZIL AND LA PLATA.  
On WEDNESDAY, the 15th November, 1893, at Noon, the Company's Steamship "SYDNEY" Commander Agde, with Mail, Passengers, Specie, and Cargo, will leave this Port for the above places.  
Cargo and Specie will be registered for London as well as for Marseilles and accepted in transit through Marseilles for the principal Ports of Europe.  
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m., on the 14th inst. (Parcels are not to be sent on board; they must be left at the Agents' Office.) Contents and Value of Packages required.  
For further particulars, apply at the Company's Office.  
G. DECHAPELUX,  
Agent,  
Hongkong, 2nd November, 1893.

**"SHELL" LINE OF STEAMERS.**  
S.S. T. COAS S.S. MUREX  
S.S. SPONDILUS S.S. TURBO  
S.S. ELAY S.S. CONCH  
S.S. VOLVIE S.S. CLAM  
S.S. BULLMOUTH.  
(Taking Cargo on through bill of Lading to NEW YORK.)  
THE next sailings will be—  
FOR HAVRE AND LONDON, on SATURDAY, the 18th inst., at Noon.  
FOR HAMBURG AND LONDON, on SATURDAY, the 18th inst., at Noon.  
For Freight, apply to  
SHEWAN & CO.,  
Agents,  
Hongkong, 2nd November, 1893.

**ACCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.**  
TAKING CARGO AND PASSENGERS TO JAPAN, THURSDAY STATES.  
MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.  
VIA INLAND SEA OF JAPAN AND HONOLULU.  
Proposed sailings from HONGKONG.  
ORIENTAL (via Nagasaki, Kobe, and Yokohama) on WEDNESDAY, Nov. 15, at DAYLIGHT.  
GARIBOLDI (via Nagasaki, Kobe, and Yokohama) on THURSDAY, Dec. 14, at 4 p.m.  
BORIS (via Nagasaki, Kobe, and Yokohama) on THURSDAY, Jan. 4, 1894, at 1 p.m.  
THE Steamship "OCEANIC" will be despatched for SAN FRANCISCO, SAN AGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on WEDNESDAY, the 15th November, at DAYLIGHT. Connection being made at Yokohama with Steamers from Shanghai.  
Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point on route.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.  
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Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
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Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.  
For further information as to Passage and Freight, apply to the Agents of the Company, No. 75, Queen's Road Central.  
J. S. VAN BUREN, Agent,  
Hongkong, 14th November, 1893.

**FOR SINGAPORE, SAMARANG, AND SOUBABAYA.**  
THE Steamship  
"CROMARTY."  
Captain Dunlop, will be despatched as above on SATURDAY, the 14th inst., at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
Agents,  
Hongkong, 10th November, 1893.

**FOR SINGAPORE, HAVRE, AND HAMBURG.**  
(Calling at NAPLES for loading. Passengers if sufficient inducement offers.)  
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, and BREMEN.)  
"GERDA."  
Captain J. Ehlers, will be despatched for the above ports on or about the 24th inst.  
This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.  
For Freight or Passage, apply to  
J. S. VAN BUREN & CO.,  
Agents,  
Hongkong, 10th November, 1893.

**"GIBB" LINE OF CHINA AND AUSTRALIAN STEAMERS.**  
(Taking through Cargo for TASMANIA, NEW ZEALAND, &c.)  
THE Steamship  
"TARTAR."  
Captain Bailey, will be despatched for above ports on SATURDAY, the 18th inst.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Managers,  
Hongkong, 14th November, 1893.

**U. S. MAIL LINE.**  
PACIFIC MAIL STEAMSHIP COMPANY.  
VIA INLAND SEA OF JAPAN AND HONOLULU.  
Proposed sailings from HONGKONG.  
City of Peking (via Nagasaki, Kobe, and Yokohama) on THURSDAY, Nov. 23, at DAYLIGHT.  
City of Peking (via Nagasaki, Kobe, and Yokohama) on THURSDAY, Dec. 14, at 1 p.m.  
China (via Nagasaki, Kobe, and Yokohama) on THURSDAY, Dec. 26, at 1 p.m.  
THE U. S. Mail Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on THURSDAY, the 23rd November, at DAYLIGHT, taking Passengers and Freight for Japan, the United States, and Europe.  
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU and passengers are allowed to break their journey at any point on route.  
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THE Steamship  
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Captain Bailey, will be despatched for above ports on SATURDAY, the 18th inst.  
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GIBB, LIVINGSTON & CO.,  
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